

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5842

號二十月七年四十三緒光

SATURDAY, AUGUST 8, 1908.

大拜禮

號八月八英曆

350 PER ANNUM
SINGAPORE, COPY 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office: YOKOHAMA

Branches and Agencies:

TOKIO, CHEFOO,
Kobe, TIENSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHANG,
LONDON, DALNY,
LIVON, PORT ARTHUR,
NEW YORK, ANTON,
SAN FRANCISCO, LIOWANG,
HONKONG, MUKDEN,
HANKOW, TIENTSIN,
SHANGHAI, CHANG-CHUN,
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Accounts (at the rate of 3 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND GOLD \$3,250,000
..... ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum
" 6 " 3% " "
" 3 " 2% " "
No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 6th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 3 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "
JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Scharnhorst (Preussische
Staatsbank),
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mandelsohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt
a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank,
Munich.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENTS,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 6th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING \$15,000,000 at 2/- = \$15,000,000
SILVER \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shellim, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

E. G. Barratt, Esq., O. R. Leimann, Esq.,

O. G. R. Broderson, Esq., R. Shewan, Esq.,

G. Friesland, Esq., Hon. Mr. H. A. W.

C. S. Gubbay, Esq., Slade.

W. Helms, Esq., H. E. Tomkins, Esq.,

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 3 per Cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per annum.

For 6 months, 3% per Cent. per annum.

For 12 months, 4% per Cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1908. [34]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may withdraw at their option

sums of 100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [38]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000)

RESERVE FUND FL. 57,528,848 (about £4,792,407)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai,

Rangoon, Samang, Sourabaya, Cheribon,

Tegay, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Achcen), Soudjermania.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hankow, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do 6 " 3% " "

Do 3 " 2% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [36]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st July, 1907. [37]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Night.

Hongkong, 21st June, 1907.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

LONDON, &c., via usual Ports { DELTA 22nd Aug. } See Special
Capt. B. W. H. Snow Noon. } Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { NUBIA About 12th } Freight and
Capt. F. J. Fox August. } Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA { PALMA About 14th } Freight only.
Capt. G. W. Cockman, R.N.R. August. }

SHANGHAI { MALTA About 20th } Freight and
Capt. R. A. Peters August. } Passage.

For Further Particulars, apply to

F. J. ABBOTT,

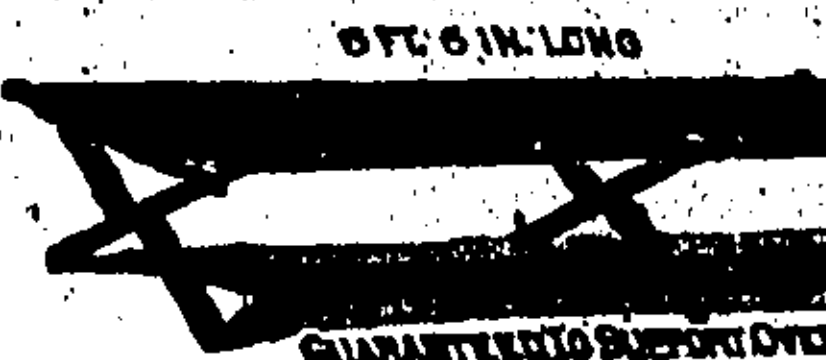
Acting Superintendent.

Hongkong, 8th August, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN  \$8.00 each

Closed. 

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE.

THIN SUMMER BLANKETS, \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [30]

V. O. S.

AND EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 22nd July, 1908. [40]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swallow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar

at pupils' residence.

Evening engagements for Dances and

Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.

Hongkong, 21st March, 1908. [100]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 10.30 a.m. ... Every 10 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.00 noon ... Every 10 minutes.

12.00 noon to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 1.00 a.m. ... Every 10 minutes.

1.00 a.m. to 2.00 a.m. ... Every 15 minutes.

2.00 a.m. to 3.00 a.m. ... Every 10 minutes.

3.00 a.m. to 4.00 a.m. ... Every 15 minutes.

4.00 a.m. to 5.00 a.m. ... Every 10 minutes.

5.00 a.m. to 6.00 a.m. ... Every 15 minutes.

6.00 a.m. to 7.00 a.m. ... Every 10 minutes.

7.00 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 12.00 noon ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 12.00 a.m. ... Every 10 minutes.

12.00 a.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 2.00 a.m. ... Every 10 minutes.

2.00 a.m. to 3.00 a.m. ... Every 15 minutes.

3.00 a.m. to 4.00 a.m. ... Every 10 minutes.

4.00 a.m. to 5.00 a.m. ... Every 15 minutes.

5.00 a.m. to 6.00 a.m. ... Every 10 minutes.

6.00 a.m. to 7.00 a.m. ... Every 15 minutes.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m.

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., Ltd.

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

"SCHARNHORST" Capt. L. Meissner

WEDNESDAY, Noon, 12th August.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA

"DERFFLINGER" Capt. G. Meissner

About WEDNESDAY, 12th August.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ SIGISMUND" Capt. D. Lenz

THURSDAY, 5 P.M., 13th August.

All our Steamers to and from Australia, will call at YAP.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, AUSTRALIAN, VERON, 17th Aug. 5 P.M.

MARSEILLES, VIA FORTS, ARMAND BEHIC, Gaiouret, 18th Aug. 1 P.M.

SHANGHAI, KOBE, YOKOHAMA, ERNEST SIMONS, Girard, 31st Aug. 5 P.M.

MARSEILLES, VIA FORTS, YARRA, Seller, 1st Sept. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER, 15 Days.

LONDON (via PARIS), 20 Days.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

QUESSANT, 27th Aug. CEYLAN, 26th Nov.

AMIRAL OLRY, 12th Oct. CORSE, 11th Jan., 1909.

New Twin Screw 15,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "PLINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE.

WEST RIVER BRITISH S.S. COMPANIES.

New Year, 1st March, 1909.

Intimation.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft. bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1909.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
PHILWONG	JAPAN	First half Aug.	JAVA	First half Aug.
YIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
YILATJAP	JAPAN	Second half Aug.	JAVA	Second half Aug.
YIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
YIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 7th August, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.

Agents.

Hongkong, 18th March, 1908.

Dentistry.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. H. H. OHAN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY

13, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Wentworth, 15th March, 1904.

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand.

TRUFFLED SAUSAGE.

BREAKFAST BACON.

CALF'S HEAD & HAM.

PEAS & HAM.

PORK, MUTTON & VEAL CUTLETS.

CHICKEN & HAM.

VEAL & GAME PATES.

MUTTON & CHICKEN CURRY.

ASSORTED SOUPS.

FRENCH JAM & FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1904.

THE "MAHATMA'S" VICTIMS.

EXEMPLARY SENTENCE.

Mahatma Agamya Guru, the "Holy Man of the East" and "God of Gods," as he styles himself, living at Goldhurst-terrace, West Hampstead, again appeared before Mr. Plowden at the Marylebone police-court this morning, to answer the charge of having assaulted Miss. Allevens, aged seventeen, of Reighton-road, Upper Clapton, reports the *Full Mail Gazette* of 8th ult.

Mr. Frazer Palmer, solicitor, prosecuted, while Mr. Travers Humphreys was counsel for the defence.

At the previous hearing the prisoner's counsel pleaded guilty to a common assault, but Mr. Plowden ordered an adjournment with the object of ascertaining whether the conduct complained of was an isolated case, or part of a regular system practised by the accused. A further charge was now entered against the accused of having assaulted Maud Mary Andrews, a young lady typist, living at Fawnbrake-avenue, Herne Hill, at 110, Goldhurst-terrace, on June 18, the same date as the assault said to have been committed on Miss. Allevens.

Maud Mary Andrews, a smartly-dressed and roddy-cheeked girl of nineteen years of age, was called. About June 17, she said, she saw an advertisement, and went to Goldhurst-terrace the next day. A young lady opened the door and ushered her into a room on the ground floor, and then went out, locking the door after her. Shortly afterwards the Mahatma came in, walked round her, and then touched her. She asked him what typing there was to do. "There is no work to do here," he replied. "All you have to do is to worship me all day long and be happy with the other five disciples who are in the house. I love them all very much indeed, and I shall love you the same if you come here." He then inquired if she had any parents, brothers, or sisters. She told him she had, and gave him particulars, whereupon he asked if she would like to be a disciple and worship him all day long. She said she would, for she was too frightened to say "No." At the same time she intimated that she must go. "You need not go," he said. "There is everything here, and a room ready, and you will be very happy if you come here, because I should love you as I do the other disciples in the house." She repeated that she must go, and he then asked if she would return on Saturday at one o'clock. "There is another girl coming here—a bright young girl," he explained, "and there will be a special conference to meet you." Just then a bell rang, and the door was unlocked. She ran towards it to escape from the house, but he came after her, put his hands over her shoulders and caught hold of her blouse in the front with his right hand. He pulled her towards him, but she succeeded in getting away and ran out of the house and hurried home to tell her mother what had happened.

In cross-examination, the witness said she was frightened directly she saw him. Mr. Plowden: Because of his robes?—No: I was frightened of him because he came over and touched me. Referring to the occasion when the Mahatma entered the room she said she was standing with her back to the door at the time, and he walked right round her and put his hand on her without saying anything.

THE PRISONER'S CAREER.

Mr. Travers Humphreys said his client pleaded guilty to a common assault, but urged that the prisoner, who claimed to be a holy man, meant no harm. Probably the girls were frightened by his commanding personality.

The accused himself, then addressed the court, and having referred to his ability to stop the beating of the heart, proceeded to object to what he considered were the leading questions put to the witnesses for the prosecution.

Mr. Plowden: But you have pleaded guilty. The Accused: On the advice of my lawyers, I have. I am a holy man, and I plead guilty to murder or anything, if you like, but my character is not so. This disgrace I never expected. I have passed my sixty-seven years quite clean with chastity, but now this has come upon me. My work in England is finished I am sorry for it. I say this because I want justice.

Inspector Wallace explained that the prisoner had been in England two years. At first at Margaret-street, next at South Audley-street, where the landlord was very glad to get rid of him because of the rows that went on, and of ladies continually visiting the house for week-ends. In February, he went to Goldhurst-terrace. Since then, the Inspector said, he had received numerous letters of complaint from ladies who alleged that they had been inveigled into this house, but none of them would come forward.

"EAST IS EAST" AND "WEST IS WEST."

Mr. Plowden, in giving his decision, said to the prisoner: I hope you are not under the impression that the gravity of a common assault depends on the degree of violence used, or the actual injury inflicted. The girls testify to which you have subjected these girls to far more offensive, probably, than any mere blow, or wound. There is too much reason to think, from what I have heard and letters which have reached me, that these two young girls are by no means the only victims—that is the word I carefully employ—who have suffered treatment of this kind at your hands. I am asked to remember that East is East and West is West. I have borne that in mind from the beginning. But, whatever excuse there may be for you in the East, I have to deal with your conduct in the West, by Western standards, and I wish you to understand that in this country the honour of our women is the most sacred possession of which an Englishman can boast, and that the law is most jealous to protect them from the slightest degree of indignity which they might sustain. I had said

that two young girls were so frightened that they misunderstood what you wished, and meant to do; but I cannot accept that for a moment. I believe for years past you have been acting in this fashion. I see no reason for inflicting in the slightest degree a mitigating sentence, and you will therefore be sentenced to two months' hard labour for each assault, to run consecutively.

To Let.

TO LET.

A HOUSE in KNOTFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 22nd May, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawan, Tones & Co.)

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

App. to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 per month per month. Immediate possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 24th July, 1908.

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LD.

Hongkong, 27th July, 1908.

TO LET.

GODOWN No. 44, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

TO LET FROM 1ST SEPTEMBER.

AT SHAMEN, CANTON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGE (TABLETS) FORM.

SELF CURE NO. 10, 10, 10.

MARVEL UPON MARVEL.

TO SUFFERER NOW-DESPAIR.

N. 1. ERAPION.

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Consignees

Honolulu,
Hawaii, 24 September 1964

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE PACIFIC FLEET.

A PRINCE DELEGATED TO WELCOME.

[By courtesy of the "Sheung Po"]

Peking, 7th August.

The Imperial Government proposes to delegate a Chinese Prince to Amoy to welcome the American Fleet to China.

TRAVELLING IN CHINA.

RESTRICTIONS AGAINST FOREIGNERS.

[By courtesy of the "Sheung Po"]

Peking, 7th August.

The Waiwupu has decided that no foreigners will be permitted to travel in the interior of China for more than 100 li outside Treaty limits without passports from the local authorities.

GOLD MINES.

PROSPECTING NEAR AMOY.

[By courtesy of the "Sheung Po"]

Peking, 7th August.

The Waiwupu has granted a licence to a certain American engineer to prospect for gold mines near Amoy.

CIGARETTES.

DUTY INCREASED.

[By courtesy of the "Sheung Po"]

Peking, 7th August.

It has been decided by Government to increase the duty on cigarettes.

GAOL BREAKING.

SHANGHAI INDIAN WARDER ASSAULTED.

Shanghai, 7th August.

6.10 p.m.

Four convicts imprisoned in the Municipal Gaol, 40-day, assaulted and disarmed an Indian warder and subsequently made good their escape.

The warder is seriously wounded.

[Kew's.]

The Airship Disaster.

The disaster to Count Zeppelin's airship was witnessed by a crowd of 40,000 people who broke into a panic.

The injured are mostly soldiers who were holding the ropes, and were dragged into the air.

Count Zeppelin is in despair at the disaster. The German Government will pay the Count £25,000 sterling as compensation.

Later.

It appears that the disaster to Count Zeppelin's airship was caused by a squall lifting the stem of the airship, which, falling heavily to the ground, caused the spirit tank to explode.

The disaster has aroused a remarkable feeling of chagrin in Germany.

Turkey.

Constantinople reports that the Turkish Ministry has resigned and that Kiamil Pasha is forming a new cabinet.

Two ex-ministers and other prominent officials have been arrested and taken to prison amid the jeers of the crowd.

The Lambeth Conference.

The Lambeth Conference has been concluded with a Communion at St. Paul's Cathedral at which 243 bishops were present.

THE "MI-MARU" AFFAIR.

APPEAL LODGED.

News has reached the Japan Deep Sea Fishing Company, owners of the *Mi-Maru*, that the six members of her crew who were condemned to death have lodged an appeal against the sentence. Japanese papers remark that it is doubtful whether an appeal against the decision of a court martial is valid. It is believed in Tokyo that the sentence would not have been carried out immediately, even had the appeal not been lodged, as negotiations are in progress between the Japanese and Russian Governments on the matter.

A MAGNIFICENT CHINESE FUNERAL.

Writing on the 20th ult., the Tainan (Formosa) correspondent of the *Japan Chronicle* says:—A few months ago there died in Tainan one of the wealthiest Chinese here. During the past few days we have been treated to an exhibition of funeral rites on a scale probably never before witnessed in South Formosa. The people often talk of a great funeral that took place about twenty years ago; but this last one has evidently in every respect far outshone the earlier. Some little time before he died the deceased sent for a foreign doctor, to come across from Amoy to visit him, paying a fee of ¥1,000. The dead man's name was Tan Phok-hak. He or his relatives had at one time a very close connection with the firm of Messrs. Tait & Co.

The body is ultimately to be removed to the mainland of China, but as a preparation for that event suitable funeral rites had first to be performed here. At the funeral there were no fewer than thirty-six priests of various kinds officiating, viz., eighteen Buddhist priests, nine of whom were Japanese and nine Chinese. Then there were also nine Taoist and nine Vegetarian priests. The proceedings lasted several days and fully thirty thousand yen were spent on the ceremonies. The perambulation of the streets lit up by at least ten thousand lamps was a sight not easily forgotten. Instead of a funeral it was more like a gay festival, and every one seemed intent on enjoying himself and hence to the utmost. And not a doubt but many of the processions had good cause to be glad at the death of old blind, though rich, Phok-hak.

The ancient scenes a'foot seemed almost endless. Among other things there were twenty-four tables representing notable instances of ancient filial piety. Here, for example, is a representation of the old story of a man called Tai Sun, whose pure filial piety forced him to work in the fields. Though he felt unquitted for the hard labour he obeyed his parents and wept. Birds came and in pity accomplished all the work for him, and an elephant kindly did all his ploughing. The Emperor, Giau Te, heard of the filial piety, and, thinking he might make a good ruler, resolved to try his temper and his piety still further. First the Emperor made him marry his own two daughters (princesses), and afterwards sent his nine sons to work for him and watch his conduct for three years. At the end of that period the princesses and princes gave good reports. The Emperor was satisfied that the man, Tai Sun, was really humble and filial, so he abdicated the throne in his favour.

Next came a more or less life-like representation of the lad, Ong Seng, sleeping on ice. The sweltering heat in which the scene was acted made it difficult to believe in the ice deception. The story is that the lad's father was ill and wished to eat fish. But all the ponds were frozen. The son showed his love for his father by sleeping on the ice, which melted owing to the heat from the lad's body. Out leapt two fish, which he gladly carried home and cooked for his father.

Then there was a representation of the boy called Beng Tsong weeping at the foot of a grove of bamboos. His father was anxious to eat bamboo shoots. It was winter time and therefore none to be had. The lad goes sadly to the grove; falling down he clasps them and weeps so copiously that heaven and earth are moved by his entreaties, and though it is winter time the bamboos at once push out their sweet succulent sprouts, which he carries in triumph to his father.

Still another filial scene is that of Koeh Ku. He is a happy husband and has just become a joyful father. His old mother's toothless gums cannot chew ordinary food. She longs for milk, but in the poverty of the family she despairs of getting it. Koeh Ku consults with his wife, and they resolve to bury their little son, consoling themselves that they will be rid of a beggar, and let the old mother be fed at the breast of her daughter-in-law. As he digs the grave the father's spade strikes on a boiler full of gold pieces, which in ordinary circumstances should belong to the State, but on the top of the nuggets are the words in Chinese rhyme:—

"Heaven bestows yellow gold,
To Koeh Ku the filial son;
Magistrates must not seize,
And people must not rob."

Thus he had money to engage a wet nurse for his child, and his wife fed her mother-in-law. Filial piety was richly rewarded.

After this came a picture of the boy who lay down naked on his parents' bed, allowed the mosquitoes to gorge themselves on him, and then rose to let his father and mother lie down without fear of disturbance from the pests.

In this way tableau after tableau to the number of twenty-four passed along the street, and finally came a scene dearly loved by all Chinese. The parents of a certain man called Teng Lin are both dead. That he might have as far as possible his parents still with him, he made wooden images having faces similar to those of his parents. At every meal he placed bowls of food in front of the two images. Also by means of the divining blocks he consulted them as to everything he did. One day a neighbour came to borrow something from his wife. She told the would-be borrower she could not lend the article till her husband came home and had an opportunity to consult the mind of his parents. The neighbour became very angry at being thus refused, and in derision stuck a pin into one of the wooden images, when lo! blood spouted from the pin-hole. When Teng Lin saw the blood and heard the story from his wife, he accused the neighbour, before the magistrate, who severely punished the man and proclaimed the meritorious filial piety of Teng Lin.

These and many other representations of ancient legends passed along the streets to the accompaniment of strains of ear-splitting Chinese music. Both sides of the streets through which the procession passed were lined with tables laden with all sorts of savoury or unsavoury meats, and offerings to the spirit of the dead man.

And then from the Chinese point of view came the most interesting part of the whole show. After the procession had passed, the deceased's representatives came along and acquired the cost of the food on all the tables. Whatever the price mentioned might be they placed on the table as a present a sum of money invariably a little in excess of that expended. In this way they more than paid for the food on all the wayside tables, fully £1,000, and then the men who had prepared the food carried it home and feasted himself and his friends. Is it any wonder that the people turned out in their thousands and paid their aid, sincere respects to the dead man? Such a funeral has never before been seen in South Formosa.

COMMERCIAL.

YARN MARKET.

In their report dated 7th instant, Messrs. Philpotts & Co. write:—Our last circular was dated the 24th ultimo. Our anticipation of further enhancement in prices at date of last report has been wholly realised. Strong markets have prevailed throughout the past fortnight; assisted as it has been by the smallness of stocks in first hands and continuance of inquiries from the interior, prices mounted up in almost all the more desirable spinings \$1 to \$1 per bale.

The disturbance in Bombay affecting the Mill hands is partly responsible for the shortage in supplies, arrivals being hardly commensurate with the sales and inquiries taking place during the period under review. So strong has been the demand that, had the disastrous typhoon of 28th July not swept over Canton, in the interval, dealing death and destruction in its wake, a much higher appreciation in values was certain to have been established.

No. 20s.—A good business done in selected threads at an advance of \$1 to \$1 per bale.

No. 16s.—More slowly at current rates.

No. 12s.—In moderate request at an advance of \$1 to \$1 per bale.

No. 10s.—Demand is for this count. Prices show an advance of \$1 to \$1.

No. 8s.—No business done.

No. 6s.—Only one change of hands.

Market closes firm.

Sales:—50 bales of No. 6s, 3,050 bales of No. 10s, 825 bales of No. 12s, 225 bales of No. 16s, and 2,650 bales of No. 20s; in all about 6,800 bales.

Arrivals:—Per steamers *Arcton* and *Caroline* (from Calcutta), and *Myer* (from Amoy), 2,500 bales.

Unsold Stock:—About 1,000 bales.

Uncleared Stock:—About 8,000 bales.

Exchange:—We quote today as follows:—

India T. T. at Rs. 135 per cent.

Demand " " 134

London T. T. Sh. 10 7/16 d. = \$

Demand " " 10 10 d. = \$

Shanghai " " 11 7/16 d. = \$

Silver " " 24 3/16 d. per oz.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write on 7th inst.:—

Continued quietness prevailed in our market during the past week, and rates in many instances show a weakening tendency.

Banks.—Hongkong and Shanghai Banks have not fluctuated during the week, and remain unchanged at \$77.50. The London rate is \$79.

Marine Insurances.—Cantons and North China are unchanged and without business to report. A further decline in Unions has taken place, and rates have been effected at \$760, closing in demand. Yangtze are again in favour at \$162.

Fire Insurances.—There are buyers of China Fins at \$91 and Hongkong Fins at \$315.

Shipping.—Hongkong, Canton and Macao Steamboats can be had at \$9. Shell Transports are steady at \$376. Star Ferries, old and new, are obtainable at quotations.

Refineries.—China Sugars & Luxons are quiet and without business to report. Reported sales of Perak Sugars have taken place in the North at \$14. 97.

Docks, Wharves and Godowns.—Whampoa Docks are quiet at \$105. In the North, Shanghai Docks are on offer at \$14. 84, and Hongkong Wharves at the greatly reduced rate of \$14. 18.

Lands, Hotels and Buildings.—Astor House Hotel have been placed in the North at \$10, while Central Stores are on offer at \$12. Hongkong Hotels have weakened to \$80, but there are buyers at the rate. Humphreys Estates have found investors at \$10.

Cotton Mills.—Ewos have improved to \$11. 64 closing with Northern sellers at the rate. We have no changes to record in other stocks under this heading.

Miscellaneous.—Bell's Asbestos have been sold at \$71. In their report issued to shareholders for the year ending 31st December, 1907, the directors state that the balance of profit and loss account inclusive of \$618 s. 5d., brought forward from previous year, shows a credit of \$1,069 s. 10d. It is recommended that this amount be allocated as follows: To set aside \$100 to "reserve," to write \$500 off "purchase of trading rights," to pay a dividend of 15% (1/10th) for the year, free of income tax, absorbing \$750 s. 15d. and to carry forward \$648 s. 10d. to the next account. This last amount includes provisions for payment on June 1st of the sum of \$500 off the debenture in terms of the bond. Green Island Cements have been dealt in at \$101. Langkats have shown a further improvement on last week's rate and buyers prevail at \$11. 55. Sumatras have been placed at the improved rate of \$11. 99.

Exchange.—The Banks selling rate on London is 1/10th, and demand. The T/T rate on Shanghai is 74.

THE CAPTAIN OF THE "TENYO-MARU."

A BIOGRAPHICAL SKETCH.

A San Francisco paper, dated July 5, has the following account of the life and experiences of Captain Goleg, master of the T.K.K. steamer *Tenyo-maru*:—

"From the position of a humble apprentice on a 'windjammer' to that of master of the speediest, handsomest, and most modern steamship that ever moved through the green seas of the Pacific Ocean is truly a remarkable transition, but it took thirty long years to bring about."

"Such has been the race and the prize for Captain Philip Hastings Goleg of the new turbine liner *Tenyo-maru* of the Toyo Kisen Kaisha Steamship Company, which came into San Francisco bay last Monday (June 29th), haughty, brilliant, and grand, by right of superiority, having broken every trans-Pacific passenger record between Yokohama and San Francisco."

"From the time of his birth, 44 years ago, at Malta, Captain Goleg has known the pitch and toss of the ocean. When but an infant in arms he had lost his mother, his father, by sea from place to place in order to be near the father who cruised European waters."

"I shall never forget the day when I first took up the sea-faring life at the age of 14," said Captain Goleg, as he glanced through the ports of his luxurious cabin, seven decks above the water, at the scores of swarthy stevedores unloading the yawning holds of his great ship. "I can see now a dark retreating bay on which rode at anchor the little sailing vessel upon which I was to begin my career as a sailor. A curving shore, with great beechen cliffs, throwing shadows on the deep, and further back the drowsy town which had been my home. As I stood on the dusty quay I knew that my life would be that of the sea so long as I lived. My father had apprenticed me for four years at a cost of £60."

"The life of the apprentice in those days was not as easy one, although the boys with whom I first came in contact were pretty lucky. The *Pier* sailed from Liverpool to Calcutta. On her homeward voyage fire broke out in her hold. Hundreds of miles from land, with an inflammable cargo in which a stubborn fire raged, was not a pleasant experience to encounter on one's first voyage. The captain of the *Pier*, a hardy old Scot, who had braved every peril of the sea in his time, finally mastered the situation. For days and nights we stood by the pumps on the blistering decks, while dense volumes of smoke poured from the hatches, stifling from the odour of tar from the spreading cracks. Finally the fire was subdued and we lumbered on to the nearest port, badly waterlogged, but with decks still above the surface."

"The hardiest voyage we had another taste of the perils of the sea. From India to Dundee the ship was 193 days in making the passage. We had to put 1,000 two places for food. Once we reached St. Helena with the whole crew nearly starved, having subsisted on potatoes for over ten days."

"For five years Captain Goleg sailed out of Liverpool as an apprentice on the sailing ships *Pier*, *Enterprise* and *Comet*. His first voyage to San Francisco was made in the *Enterprise* at the age of 16. When the *Enterprise* was towed through the Golden Gate the boy apprentice little thought that almost thirty years later he would bring into port the finest passenger liner of which the Pacific can boast."

"There is one memory of those boyhood days on the sea, which will never be effaced from my mind," said Captain Goleg. "We were somewhere out in the middle of the Atlantic in the *Enterprise*, homeward bound to Liverpool from San Francisco. The day had been strangely calm, with a glassy sea, covered with a low-hanging vague haze. Along towards sunset it came on blow. The sea arose and with it the wind increased from puffs into a hurricane. The waves leaped and growled over the bow of the pitching vessel, rolling down over the deck and carrying everything away that was unsecured. The Captain ordered down all sail and we staggered along before the gale under bare poles. The sea was getting in hold on the *Enterprise*. Now her bow was high out of water and then it fell back into the trough, sending a shivering shock through the ship from stem to stern. Now she was on her beam ends and again rolling maddeningly. The shriek of the gale emphasised the dismal oscillation of the grinding chains and creaking cordage."

"Aling in the dog watch there was a crash. A shiver thrilled the boat's frame, she staggered and careened over to port. Clean from the deck the foremast splintered off and went over the side. For a time we hung there at an angle. Then the righted and lurched on. Suddenly a light flared up not more than a quarter of a mile clear ahead. For an instant I stood motionless with terror. In the glare of a blue light, her bow far under water and apparently sinking fast, was a barquentine. We drew on ahead. The light faded and faded and all was dark again except for a wan glow in the east where day was breaking."

"The skipper held a consultation with the mates to see if anything could be done to save the unfortunate on the sinking vessel. Again a rocket flared and lit up the gloom. We could see the figures of the poor devils crouched far in the rising stern. A moment, and then the rays of the rocket died in the waste of water, the flame wavered, struggled, and sank."

"We waited breathlessly for another rocket to show us the wreck's position. And then came on long, loud, despairing wail. We knew they were gone. When day dawned there was nothing visible on the tumbling surface of the sea. How we spared the fate of the unknown barquentine was a miracle. For days we staggered on before the wind with bare poles, and finally reached port, our rigging and foremast in shreds, and in an utterly badly battered condition."

Today's Advertisements.

TO LET.

NO. 1, SEYMOUR TERRACE, Corner House. Four Large and Airy Rooms. Apply at the PREMISES or to Messrs. GUEDES & Co., Hongkong, 2th August, 1908. [74]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. CARLOWITZ AND COMPANY, carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have, on the 6th day of July, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

The distinctive device of a bird standing on one leg, on a mound, on which is also a sprig of flowers.

The name of Messrs. CARLOWITZ AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants, forthwith in respect of the following goods:—

COTTON GOODS (LAMPWORKS) IN CLASS 25.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 7th day of August, 1908.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants.

8, Des Voeux Road Central, Hongkong.

737] In the Matter of Ordinance No. 2 of 1892, AND

In the Matter of the Petition of JAMES MECHREY, Barrister-at-Law, and DAVID MARC ANDREW GRAHAM HAWES, Mechanical Engineer, both of 75 Queen Victoria Street, in the City of London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improved Means and Apparatus for obtaining Dry Products from Liquids or Semi-Liquids."

Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said JAMES MECHREY and DAVID MARC ANDREW GRAHAM HAWES, their Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improved Means and Apparatus for obtaining Dry Products from Liquids or Semi-Liquids."

NOTICE is hereby given that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said JAMES MECHREY and DAVID MARC ANDREW GRAHAM HAWES, their Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improved Means and Apparatus for obtaining Dry Products from Liquids or Semi-Liquids."

Dated the 6th day of August, 1908.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

738] In the Matter of Ordinance No. 2 of 1892, AND

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Dated the 6th day of August, 1908.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

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Dated the 6th day of August, 1908.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

741] In the Matter of Ordinance No. 2 of 1892, AND

In the Matter of the Petition of JAMES MECHREY, Barrister-at-Law, and DAVID MARC ANDREW GRAHAM HAWES, Mechanical Engineer, both of 75 Queen Victoria Street, in the City of London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improved Means and Apparatus for obtaining Dry Products from Liquids or Semi-Liquids."

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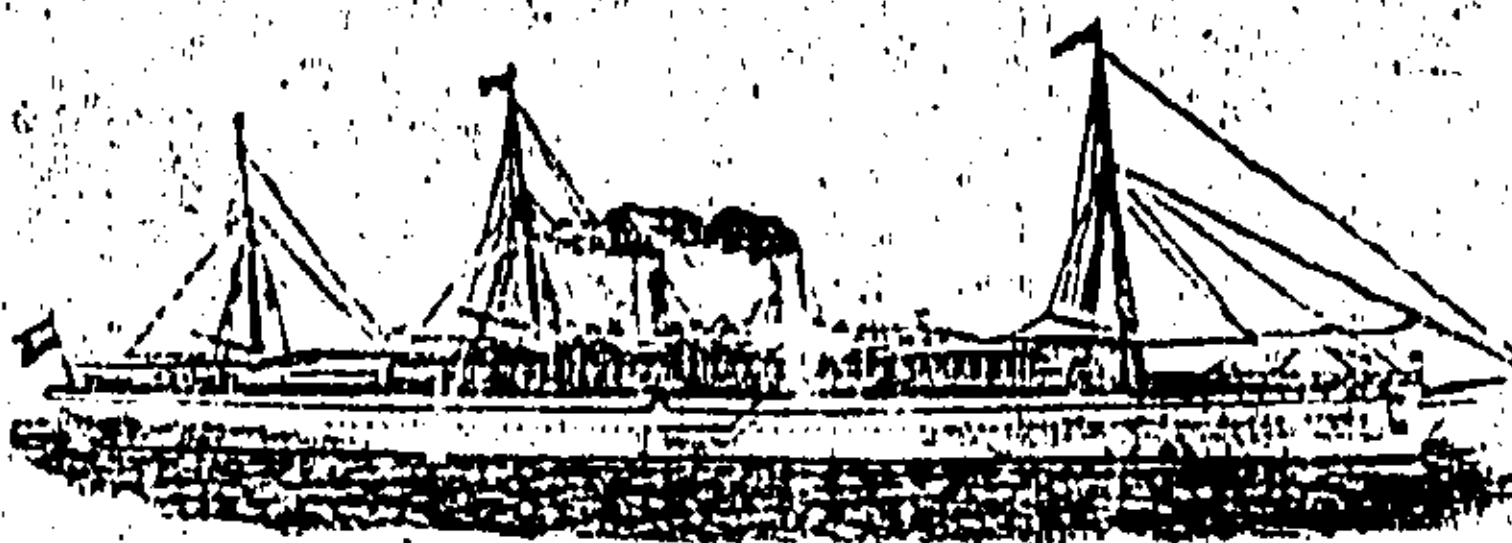
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

H.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 25th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th

S.S. "LENNOX" and "GLENFARG" are Freight-only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner, Palmer Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 10th Aug., Noon.
SHANGHAI	"YAT-SHING"	TUESDAY, 11th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	WEDNESDAY, 12th Aug., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 14th Aug., Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 74 DAYS.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 7th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
SHANGHAI	"KWAIYANG"	11th Aug., 4 P.M.
MANILA	"TEAM"	11th " "
CHEFOO & TIENTSIN	"HUICHOW"	14th " "
MANILA, ZAMBOANGA and AUS- TRALIA	"CHANGSHA"	2nd Sept., " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

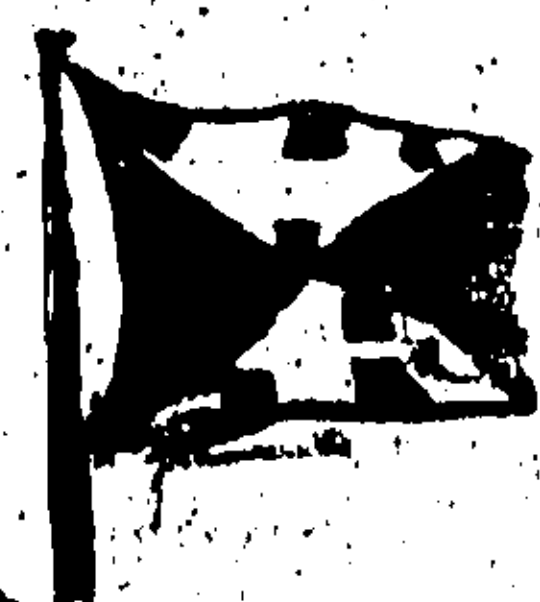
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 8th August, 1908.



HONGKONG—MANILA.

Highest Class, newest, latest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captn.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 15th Aug., at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th August, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA-SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

The Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer) will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite, elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908



HONGKONG-NEW YORK.

AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE"..... On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 14th July, 1908

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Belitto, will be despatched as above on TUESDAY, the 11th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 7th August, 1908.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Robison, will be despatched for the above Ports, on TUESDAY, the 11th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow will be made during the Months of August and September.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 7th August, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captn.	Sailing date
<i>Kumakura</i>	6,232	Cowley	On 10th Aug.

These steamers are specially fitted for the carriage of Asiatic Stevedore passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 31st July, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALLER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHU ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 1st July, 1908.

WOLFE FAILS IN HIS
GREAT SWIM.

GETS WITHIN THREE MILES OF FRENCH COAST.

Jaber Wolfe failed yesterday (July 6) in his attempt to swim the English Channel. But he made a remarkably fine effort. Entering the sea near Dover at 4.5 a.m. he remained in the water till 6 p.m. (14 hours), when he was within three miles of the French coast. Then finding that he was making no headway, he gave up. He had covered 35 miles.

Beautiful weather prevailed for the event. Wolfe was accompanied from Dover by a party of between 30 and 40 persons (many of whom represented swimming clubs), on board the yacht *Sun Wolf*, which was used in his swims last year. He arrived at the South Foreland lighthouse at high water, and at five minutes past four he waded into the sea and commenced his swim.

A NEW COURSE.

He started from nearly the same position as on his previous efforts, but under the advice of his French pilot, M. Duterrre, he took a different course from the Goodwins, the object being to swim for Calais instead of to the west of Cape Grisnez, which has been the objective of most Channel swimmers.

The temperature of the sea did not exceed from 58 deg. to 59 deg., but this had no ill effect upon Wolfe, who had previously made all his practice swims this year in a much lower temperature. He swam with his usual left over-arm stroke, going about 22 to 25 to the minute.

The eastern flowing tide, which had about three hours to run, carried him in the direction of the South Goodwin Lightship. This he cleared on the shore side, and by the time the tide had finished running he was from three to four miles off the shore between Kingsdown and Walmer.

BRIEF INTERVALS FOR FOOD.

He swam with scarcely any variation in his strokes, and only occasionally stopped for feeding purposes. Refreshment was given to him from over the side of a small boat. Mrs. Wolfe had charge of these arrangements.

Several gentlemen on the steamer occasionally took a turn in the water with Wolfe, but they were unable to keep up with him for very long. Mr. W. Kellingley, a well-known member of the Brighton Swimming Club, made the best performance.

On board the yacht were a couple of pipers Nicol and Hendry, who throughout the day frequently played the swimmer some of his favourite tunes.

Several ships were passed in the Channel, including some men-of-war on their way to the manoeuvres.

Like Holbein, Wolfe has an extraordinary resistance to the cold, and several times when spoken to said the water seemed quite warm to him. He entered the slack water between tides when four miles from the shore, and then made a bee-line for Calais to the extent of about one and a half miles before the ebb tide set in.

At this time the fishing smack *Nomis Marguerite* sailed up, and her crew gave Wolfe a cheer, which was responded to by those on board the *Sun Wolf*.

SMOOTH SEA AND HOT SUN.

Towards mid-day and for two or three hours afterwards the sea was like a sheet of glass, and the heat of the sun was so great that Wolfe wore his goggles and a head dress.

Swimming on the ebb tide Wolfe made a line in the direction of a point about two miles east of Cape Grisnez, and about half-past two he got to within seven miles of the French coast, or two miles from Cape Grisnez Point, at which time the tide had commenced to run seaward, which gave him a slight set in towards Cape Blancnez.

With the flood tide came a little breeze from the eastward, which set up rather an uncomfortable lap on the water. Notwithstanding that Wolfe had been in the water twelve hours, he was still swimming his powerful side stroke with no decrease in his energy.

AMONG "JELLY FISH."

Wolfe had passed through several patches of jelly fish, and twice ran close to a shoal of mackerel. Just before two o'clock the London (Turkish) pleasure steamer *Kingfisher*, bound to Boulogne, passed the party, and the passengers gave him a hearty cheer. Shortly afterwards a Boulogne trawler came up, and the crew conversed with the French pilot as to Wolfe's position, which was then considered to be excellent.

Wolfe gave up, as stated, when three miles off the French coast off Cape Blancnez. A strong easterly current off the cape was drifting him towards the North Sea. Wolfe was quite fresh, but he left the water as he could make no headway.—*Morning Leader*.

A BELEAGUERED TOWN.

PORTUGUESE TROOPS SURROUNDED.

NOTORIOUS CANNIBALS AS DESIGERS.

Lisbon, July 8.

Despatches from Portuguese West Africa are published here, containing news of the peril of the town of Bissau, which is reported to be besieged by natives, and apparently doomed to fall into their hands before it can be relieved.

The garrison, which is composed of two hundred Portuguese troops, is assisted by the entire European population, including the women.

The Palapa tribesmen, who predominate among the besiegers, are notorious cannibals. The natives, who are generally armed with Mauser rifles, are said to have plundered numerous settlements throughout Portuguese territory, and murdered a number of settlers.—*United Press*.

[Bissau is a seaport in Portuguese Guinea, at the eastern end of an island in the estuary of the river Geba.]

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a HORN below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS

OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Aberdeen
Waglan	Sai Ki Wan
Stanley	Sai Kung
Cape Collinson	Sai Tau Kol
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

J. C. FLOOD,
Director.

11th July, 1908.

Commanding the naval defense of Indo-China

